

2023 BYRA Annual Meeting Minutes: January 14, 2023

The annual meeting was held at the Contentment Island Clubhouse from 10:15am-12:28pm.

Welcome:

Commodore Jim Schaible called the meeting to order. Vice Commodore Jim Evans verified that a quorum of the members was present and made the members in attendance aware that three members were in attendance virtually, moving that those members be able to participate and vote as if they were in person. Mark Gobble seconded the motion and it was carried. Jim Evans then moved the meeting on to reviewing the Officer Reports.

Officer Reports:

- **Secretary:** Jim Evans moved that the Secretary's Report from 2022 be adopted without the need for a review, based on copies distributed for member review prior to the meeting. The motion was seconded by several members and was carried.
- **Treasurer:** Bob Toone distributed copies of his report and summarized the results for 2022. He then gave an overview of the budget for 2023, and anticipating an increase in insurance and PPYC slip fees, suggested that BYRA would be approx. \$1200 short of what is needed for the current year's budget. David Chapin asked about an increase in dues to cover the cost of purchasing a new boat for BYRA and Bob Toone responded that there is currently no special fund set aside for such expenses. Jim Evans summarized Lee Arnold's comments about the condition of the pontoon boat and the need for repairs or even the purchase of one in better condition, possibly from Florida, and suggested that BYRA have a "work weekend" to update the pontoon. He also brought up the subject of increased dues to cover the projected budget shortfall in 2023. Pete Phillip moved to accept the budget and John Schramm seconded. The budget passed.
- **Fleet Captain:** Tom Miller presented his report as such: nothing to report.
- **Vice Commodore:** Jim Evans presented his report as such: 1) a concern that membership is down and some members won't be racing; 2) lessons he learned

from the Regatta, notably that: a.) rescheduling the Regatta in 2022 to coincide with races from the regular series did not work out well, and proposed that the Regatta be held on its own weekend; b.) the club should consider having the Regatta finish at a location other than PPYC, such as Crazy Horse, so that members are responsible for their own food and drink, therefore negating the need for BYRA to organize and pay for a banquet and would result in a savings for the club; c.) the club should consider making the Regatta a three-day weekend, possibly combining that event with a Friday night race. Glenn Cliborne asked to clarify whether the night race would be part of the Regatta, and Jim Evans said that it would not; 3) thanked Richard Brown for providing the online rules course for club members, and stated that the club would be having two educational weekends: one on Race Committee training, and the other on racing rules.

- **Quartermaster:** In the absence of acting Quartermaster Lee Arnold, Jim Evans presented the report as such: 1) a discussion of the carpet upgrade desperately needed on the BYRA pontoon boat, suggesting that the club members participate in a "work weekend" in which the hardware on the boat would be removed, the new carpet would be applied, and the hardware would be replaced; 2) as the face of BYRA is partly reflected by the state of the committee boat on the water, steps should be taken to address the poor state of the pontoon, for example, the peeling paint, and the club should possibly look for a newer boat as a replacement. Tom Miller asked to address an issue involving timers on the committee boat that some members had apparently complained about, stating that there was no real issue, and that the timers were adequate and in good working order. Jim Evans suggested that members could also use a sailing watch or a timing app on a phone to ensure more accurate timing before the start of racing. The report was accepted by the members.
- **Member-at-Large:** John Schramm presented his report as such: nothing to report.
- **Webmaster:** Jim Evans asked for help with HTML and John Schramm offered to assist. Jim also requested that any photos intended for posting to the website be sent in a low-resolution format, with simple names.

Election of Officers:

Jim Schaible presented the names of the proposed officers for 2023. It was moved and seconded that the new officers be accepted, and the motion passed unanimously.

New Business:

- Tom Miller thanked Glenn Cliborne, Dawn Pierce, and Jim Evans for helping to review the 2023 race schedule and coordinating with VISA to avoid conflicting dates. He then read the proposed schedule aloud and it was brought to his attention that a mistake on the schedule had the Annual Meeting scheduled for November instead of January 2024. The correction was made and the schedule met with no further objections.
- Glenn Cliborne proposed that the club return to in-person skipper's meetings to be held at 11am at the PPYC clubhouse on race days in order to facilitate more members being able to participate in the social gathering at the clubhouse after the day's racing. Pete Phillip objected to the earlier start, arguing that the breeze on the lake typically begins picking up around 1pm, so that an earlier start would have the boats just waiting on the water for the wind to pick up. Glenn indicated that he understood the rebuttal but was still in favor of the earlier start time. Jim Evans moved that the change be made to an 11am in-person skipper's meeting and a start time of 12pm for racing, Courtenay Becerra seconded the motion, and a vote was taken. The motion was carried with 11 votes for and 3 against.
- Jim Evans addressed the Sailing Instructions he recently reviewed and revised for the club and pointed to the main update being that the new instructions are in a format that US Sailing likes to use. He then addressed the objection previously raised by Bob Grogan to time limits (Point 17) in the instructions, and then discussed the finishing window and Time Limit Expired (TLE). Jim stated that in response to the objection, he has since stretched out the time limits for bouy courses and eliminated time limits on road courses. He then explained that the change from Did Not Finish (DNF) to TLE is more favorable, and that the effect on the season standings is reasonable. He then stated that he had spoken to Bob Grogan about the changes and that Bob had then withdrawn his objection.
- Jim Evans suggested the possibility that there be the option of holding more than two races in any given race day, with a limit of three per day, if the wind conditions are favorable. Pete Phillip objected, saying that no race should be held that is not on the calendar for that day, arguing that it would unfairly penalize a boat that couldn't be present that day. After a discussion among the members present, a vote was taken to decide whether to eliminate the possibility of more than two races being held per race day. Nine members voted yes to

eliminating the possibility of holding more than two races per day. The question of number of races per make-up day was raised, and a vote was taken, with nine members voting in favor of allowing up to three races on a make-up day. A discussion then took place about the crew acting as Race Committee for a make-up race day in which three races are held. A vote was taken to limit the credit a crew would receive for Race Committee duty to two races on a make-up race day in which three races are held; all but one of the votes was in favor. Jim Evans offered to edit the Sailing Instructions to reflect the above votes, specifically: 1) only two races can be held on any regularly scheduled race day; 2) three races can be held on a make-up day; 3) the crew acting as Race Committee for a make-up day would still only get credit for running two races even if three are held. Jim Evans then moved that the newly revised Sailing Instructions be adopted, Glenn Cliborne seconded the motion, a vote was taken, and the motion passed unanimously.

- Jim Evans addressed the issue of BYRA liability with regard to participation in the Regatta, including by guests, pointing out that wording on participation forms is important because BYRA insurance is responsible if any claims are made against the club. As a result, Jim said that BYRA must be careful to insist on signed forms for participants. Glenn Cliborne pointed out that it is already expected that guests have to have signed forms in order to race.
- The issue of whether or not to charge guest racers a fee to participate in regular series races was brought forward by Jim Evans who suggested a nominal fee of \$30 per boat participating as a guest, stipulating that while the guest boat would not be eligible for a trophy at the end of the season, the fee collected would help defray the costs associated with running club races. John Schramm offered a comparison with VISA, which charges a fee of \$50 per guest boat, per race. Glenn Cliborne argued that charging a participation fee to race would discourage guests and Mark Gobble voiced his agreement. Kurt Lindquist pointed out that BYRA was founded on an "open door" policy, allowing guests to try racing with BYRA without being penalized with a fee. Pete Phillip argued that a guest entry fee to race would help with BYRA's racing costs, while Edgar Cliborne felt that charging a fee to guests would only serve to discourage them from participating. John Schramm suggested that guests be allowed to participate in one or two races without a fee before being required to join BYRA for further racing, and Tom Miller voiced his agreement. Glenn Cliborne made the point that Regatta guests pay a fee to race and are eligible for a trophy. The suggestion was made that guests should be able to race free of charge for two weekends and then be requested to join BYRA. The members agreed.

- Richard Brown presented his concerns with regard to how wind conditions on Smith Mountain Lake affect the Harbor 20 fleet, and voiced his opinion that there should be a wind limit of 18 for racing, arguing that the current limit of 25 is too high for the Harbor 20s. His presentation included a survey of other Harbor 20 fleets that have wind restrictions in place, and offered the reasons for those restrictions. He then offered a proposal for consideration, specific to the Harbor 20 class at BYRA, which included three options: 1) continue with the existing practice of racing when the wind speed is over 18; 2) race at wind speeds of up to 18, cancel the race if the wind speed is over that, and hold a make-up race; 3) race at wind speeds of up to 18, then have a policy in place to require racers to reef the main if the wind speed is 18-25. After a discussion among the membership, Pete Phillip moved to have option number one accepted, Mike Maloney seconded the motion, a vote was taken, and the motion was passed. Jim Evans then suggested that since the issue at hand was pertinent only to the Harbor 20 class, then the skippers of those boats should continue the discussion amongst themselves outside of the Annual Meeting if they so desired.
- Jim Evans brought up the subject of handicaps and fleet classifications for the upcoming race season, giving an overview of the scoring formats, both in place and proposed. The membership asked questions and a discussion of the benefits of each of the different scoring formats was explained. A discussion was also held with regard to fleet assignments, and it was determined that should a boat prefer to be in a different fleet than that to which it was assigned, it could ask that an adjustment be considered.
- The floor was then opened to other business, and Past Commodore Mark Gobble presented Jim Schaible with a mahogany box, with the BYRA flag engraved on the top and a brass plaque inside, to thank him for his year of service as Commodore of BYRA.
- Jim Evans moved to adjourn the meeting, the motion was seconded, all were in favor, and the meeting adjourned at 12:20. The meeting was immediately reconvened when Mark Gobble pointed out that the club still needed to address the issue of club dues for 2023.
- Edgar Cliborne suggested that in order to cover the budget shortfall, dues be raised to \$250 for skippers and left as-is for all other members. Pete Phillip was in favor of raising dues for skippers to \$250, but argued that dues for non-skipper members should be raised to \$200. Kurt Lindquist suggested wording the amount of club dues as such: dues for BYRA members are \$200, dues for members racing their own boats are \$250. Ken Whitt expressed concerns that

raising dues might cause the club to lose members. David Chapin suggested building a cushion into the budget for future club needs. Jim Evans proposed a continuation of last year's "Commodore's Challenge" to help bolster club funds, and then moved that dues be raised to \$250 for boat owners and \$200 for all other members. The motion was seconded, a vote was taken, and the motion carried unanimously.

Adjournment:

The meeting was formally adjourned at 12:28pm.